

WEATHER FORECAST
FAIR.

(ESTABLISHED 1881.)
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November 5th, 1911, Temperature 10 a.m. 74.4, p.m., 73; Humidity...73, 78.

November 4th, 1910. Temperature 10 a.m. 69; 1 p.m. 69; Humidity...86, 88.

No. 8627

宣統三年九月十六日

MONDAY, NOVEMBER 6 1944.

號六月一十英港香

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TELEGRAMS.	TELEGRAMS.	TELEGRAMS.	TELEGRAMS.	TELEGRAMS.	TELEGRAMS.	TELEGRAMS.
THE REBELLION.	THE REBELLION.	THE WAR.	THE WAR.	AUSTRIAN POLITICS.	GERMAN POLITICS.	HOME POLITICS.
NEGOTIATIONS TO BE OPENED.	THE WAR.	TURKS' BIG VICTORY.	TURKS AND ARABS.	THE NEW PREMIER.	COLONIAL SECRETARY.	A BYE-ELECTION.
[Service To The "Telegraph."] THRONE BECOMES OBJECT Durban, Nov. 5, 10.30 a.m. Reuter's correspondent at Peking says that a number of Edicts have been issued, one of which recapitulates the recent concessions, and says: "Hereafter anything the people may suggest we will adopt. The people's ears and eyes are Heaven's ears and eyes. The present revolutionaries are different from the wicked rebels of former dynasties, who sought to destroy the throne." CONCORD WANTED. The Throne concludes by appealing for concord between Manchus and Chinese. Another Edict declines to accept Yuan Shih-kai's resignation. WOUNDED RESCUED. Reuter's correspondent at Hankow says that the wounded in the Wesleyan Mission have been rescued. RIFLES FOR ALL. Bombay, Nov. 5, 7.25 a.m. Reuter's Shanghai correspondent states that the revolutionaries to-day were distributing new rifles at the Arsenal to all comers on the condition that the recipients should wear the rebel badge. A LOYAL REMNANT. The Lungwa Pagoda is still in the hands of a small body of Imperialists. Business is going on as usual. THE CAPTURED ARSENAL. The fighting at the Kiangnan Arsenal resulted in six being killed and ten wounded. The casualties were caused for the most part by explosions of dynamite with which the rebels blew up the gates. The loyalists defended the entrance to cover the escape of the Director of the Arsenal. A HOLIDAY REVOLUTION. Many foreigners have made excursions to points of interest and the affair has resembled a Bank Holiday more than a revolution. NO ANTI-FOREIGN FEELING. The foreigners were everywhere saluted and received with smiles. THE HANKOW FIRE. According to Reuter's correspondent at Hankow the fire there is spreading rapidly. It is feared that the Wesleyan Mission, including the School for the Blind, where there are numbers of blind students, and also the hospital, will be destroyed. MORE CONFESSIONS. Bombay, Nov. 6, 7.5 a.m. Reuter's correspondent at Peking says the Throne has directed the National Assembly to draw up election laws. It also agrees to the recognition of the rebels as a political party.	Shanghai, Nov. 4. The National Assembly has sent messages to all the Provincial Assemblies asking them for their advice as to the best means of preventing the rebels from proceeding northward. So far no replies have been received. Li Kai-kui, President of the National Assembly, has become greatly alarmed and has secretly sought the advice of Prince Ching. It is reported that the National Assembly intends to open negotiations with Li Yuan-hung asking him to suspend hostilities. FEELING IN SHANGHAI. The revolutionary flag is being flown at many shops at Shanghai, both in the Foreign Settlement and in the native city. Many of the Chinese are descending their queues.—"Shat Po." THE DOUBLE GAME. Shanghai, Nov. 5. Taotai Ping Kuei-kun, who surrendered to the revolutionaries during the outbreak in Wuchang, has been discovered to have been engaged in secret intrigues with the Imperial Government. However, he escaped before the matter was really known and has managed to get away to Shanghai. The Republican Government has offered a reward of Tls. 20,000 for his arrest. A SAD PREDICAMENT. Both Kiangningfu and Chungkingfu are being besieged by the rebels. The situation is very critical and H. E. Chang Jen-chun has confessed himself to be in a sad predicament. A LARGE HAUL. When the rebels seized the arsenal at Shanghai they captured 30,000 rifles, 100 guns and 30,000 cases of gunpowder. They have written to the Consul at Hankow asking that their control over Shanghai be recognised. At the same time they have issued a proclamation asking the people to remain calm. The revolutionary flag is flying over the forts at Woosung, and over the railway station and many of the shops in the foreign settlement. The foreign and native servants of the Customs are refusing to perform their duties and the revolutionaries are at present in negotiation with them.—"Shat Po." HANKOW BOMBARDED. Shanghai, Nov. 6, 12.10 p.m. A general bombardment of Hankow is proceeding from Wu-chang and Han-yang. All the property of the China Merchants Steam Navigation Co. and Japanese companies have been destroyed. Many shells have fallen in the concessions. The premises of Messrs. Butterfield and Swire, of Messrs. Dodwell and Co. and others have been hit. LI'S ADVICE. Li Yuan-hung has told the Assembly to leave the framing of the new constitution to the men who are fighting.	[Service To The "Telegraph."] Durban, Nov. 5, 2.5 p.m. Reuter's correspondent at Tripoli has arrived at Malta and says that, contrary to the Italian accounts of recent fighting, the Turks and Arabs engaged on Oct. 23 and Oct. 20 did not number more than 2,000. HEAVY LOSSES. Nevertheless they completely surprised the Italians and inflicted losses numbering 1,000, and forced the Italians to abandon part of the oasis. The Italian front which on Oct. 23 was fifteen kilometres in length is now only eight kilometres. The Turks signalled their success by advancing. The artillery shelled the Italian lines and actually dropped a shell in General Caneva's headquarters. ITALIANS RETIRE. The Italian Army was driven back to a point from which it could not retire further except into the sea. All idea of marching into the desert is abandoned for the present. TRIPOLI BESIEGED. So long as the Turks hold the oasis, which is fifteen miles by five, Tripoli is exactly in the position of a besieged city. Caneva's position is one of stalemate unless he chooses to take the offensive of which there are no signs. Cholera is raging among the civilians in Tripoli and also among the troops. MASSACRE STORIES TRUE. Despite official denials the correspondent cables details of the massacres of Arabs from Oct. 23 to Oct. 27 as observed by himself and two other correspondents who signed a statement at the request of the British Consul at Tripoli. HORRID ABUSES. The statement says that General Caneva ordered his troops to shoot at sight all Arabs who could reasonably be suspected of bearing arms. This led to the worst of abuses. Parties of soldiers for four days were scouring the oasis and were shooting indiscriminately. The statement concludes by saying that O'neva must bear the full responsibility.	[Service To The "Telegraph."] Durban, Nov. 4, 8.10 a.m. Reuter's correspondent at Tripoli states that disaffection is spreading among the Arabs who complain that the Turks compel them to bear the brunt of the fighting. Marquis Theodoli, the representative of the Italian bondholders on the Council of the Ottoman Debt, has been ordered to leave Constantinople. A TURKISH PROTEST. The Porte has protested to the Powers against the execution of Arabs by the Italians at Tripoli, on the ground that such action was in contravention of the Hague Convention of 1907. WARSHIPS SIGHTED. Bombay, Nov. 5, 7.25 a.m. Reuter's Constantinople correspondent states that it is officially announced that six Italian warships have been sighted near the island of Chios off Smyrna. CHANGE OF PLANS. Bombay, Oct. 4, 2.15 p.m. Reuter's Milan correspondent states that it is believed that Italy has abandoned her intention of occupying islands in the Aegean. She will probably now make a naval demonstration off the coast of Syria. The Rome correspondent of Reuter's Agency states that the reservists who left the colours in 1889 have been called out. Another Army Corps commander has been ordered to Tripoli, whither strong reinforcements are proceeding. REINFORCEMENTS. Durban, Nov. 5, 11.45 p.m. A division 20,000 strong, with artillery and aeroplanes, is concentrating at Naples prior to embarking for Tripoli. OBITUARY. SIR HUGH GILZEAN-REID. [Service To The "Telegraph."] Durban, Nov. 5, 11.45 p.m. The death is announced of Sir Hugh Gilzean-Reid.—Reuter. [Sir Hugh Gilzean-Reid was a famous journalist. He was born in Aberdeen and edited a weekly paper in Peterhead at the age of 20. After he came to England he edited, in succession, daily and weekly newspapers in Yorkshire, Lancashire, the Midlands and London. The "North Eastern Daily Gazette" was one of his ventures and was the first of the existing half penny newspapers in the United Kingdom. He was the chief founder, the first president, 1888-90, and fellow of the Institute of Journalists.]	[Service To The "Telegraph."] Durban, Nov. 4, 8.10 a.m. Reuter's correspondent at Vienna states that Count Stureck has been appointed Premier.—Reuter. PLAGUE AT TANGIER. [Service To The "Telegraph."] Bombay, Nov. 5, 7.25 a.m. Reuter's correspondent at Tangier reports that a serious outbreak of plague has occurred there.—Reuter. THE ROYAL SCOTS. [Service To The "Telegraph."] Bombay, Nov. 5, 7.25 a.m. Reuter's Allahabad correspondent states that the Royal Scots Regiment is now apparently free from cholera, only one case having occurred since the regiment left the Benares cantonments.—Reuter. AUSTRALIAN RACING. VICTORIAN DERBY. [Service To The "Telegraph."] Bombay, Nov. 5, 7.25 a.m. The following is the result of the Victorian Derby run at Flemington:— Willari..... 1 Cisco..... 2 Jac-mar..... 3 The winner started at 25 to 1.—Reuter. THE SUGAR CROP. [Service To The "Telegraph."] Durban, Oct. 4, 8.10 a.m. Reuter's Havana correspondent states that the sugar crop is estimated to amount to between 1,600,000 to 1,700,000 tons.—Reuter. RAILWAY TROUBLES. IMPORTANT CONFERENCE. [Service To The "Telegraph."] Durban, Nov. 4, 8.20 p.m. Mr. Asquith and Mr. Sydney Buxton, have conferred at Downing Street with representatives of the railway companies and the men on the subject of the report of the Railway Commission. It is believed that the Government is considering means of establishing peaceful relations between the workers and the directors. MEN TO BE BALLOTTED. Via Bombay, Nov. 5, 8.30 a.m. The railwaymen announce that they deeply regret the failure of the Government to arrange a conference between the directors and the men, which they consider might have resulted in a settlement. It has been decided to take a ballot of the men as to whether they agree to the Commission's report or are prepared to strike in favour of recognition and the drawing up of a programme by the railwaymen's executive. The ballot papers are returnable on December 5.—(Reuter.)	[Service To The "Telegraph."] Bombay, Nov. 4, 2.15 p.m. Reuter's Berlin correspondent states that Herr Solf, Governor of Samoa, has been appointed provisional chief of the Colonial Office.—Reuter. FRANCE AND GERMANY. AGREEMENT SIGNED. [Service To The "Telegraph."] Bombay, Nov. 5, 7.25 a.m. The Berlin correspondent of Reuter's Agency states that the whole of the Franco-German Agreement was signed this afternoon. THE NEW TREATY. Via Durban, Nov. 4, 11 a.m. A semi-official statement issued at Berlin declares that both parties have reason to be satisfied with the Morocco Treaty, which will exercise a tranquillising effect upon Franco-German relations and also upon the European situation. The statement emphasises the fact that Great Britain did not interfere with the negotiations. GERMAN PRESS VIEWS. The German Press is chiefly occupied with the resignation of Herr von Lindequist and his chief subordinate, Herr Backelmann, who is a Congo expert. QUESTION OF LOYALTY. The Government newspapers deplore the attempt of the Foreign Office to impede the policy of the Chancellor as absolutely incompatible with the orderly conduct of Imperial affairs. Other papers anticipate a dramatic disclosure of Ministerial differences which will embarrass the Government in the Reichstag and at the forthcoming elections. They further contend that, though Germany apparently receives 300,000 square kilometres in exchange for 16,000, this is merely a bargain on paper, while Germany's prestige is damaged. BRITISH OPINION. British papers express their relief at the settlement, and think that both countries have made a good bargain.—(Reuter.) A GERMAN VERSION. Via Bombay, Nov. 4, 2.50 p.m. The German version of the Congo compensations states that Germany obtains important and valuable districts along the whole frontier of the Cameroons, and two stretches of country reaching to the banks of the Congo and Ubanghi. If the latter are of little value, they at least give access to the banks of both rivers, where Germany obtains strips between six and twelve kilometres broad, enabling her to make installations for the purpose of navigation. Germany codes a small triangle between the Logone and Shari rivers to their confluence south of Lake Tchad. The Treaty stipulates for reciprocal free trade, transit rights and railway extension, and provides for a mutual understanding in the event of a modification of the international status in the Congo basin.	[Service To The "Telegraph."] Bombay, Oct. 4, 2.15 p.m. The bye-election necessitated by the appointment of Mr. C. E. H. Hobhouse to the Chancellorship of the Duchy of Lancaster has resulted as follows:— C. E. H. Hobhouse (Lib.).... 4,913 Moore (Ind.)..... 2,013 Mr. Moore was only nominated at the last moment.—Reuter. CHINA UNIVERSITY. URGENT APPEAL FOR FUNDS. [Service To The "Telegraph."] Via Bombay, Nov. 5, 8.30 a.m. The President of Magdalen College and the promoters of the Central China University publish a letter appealing for £250,000, which sum they hope will be raised half in Great Britain and half in America. They say present events force them to immediate action. A double-column advertisement in "The Times" explains the objects and importance of the scheme, in which both moral and religious interests are involved.—(Reuter.) CRICKET. WARNER'S TEAM FIT. [Service To The "Telegraph."] Durban, Nov. 4, 3.40 p.m. Reuter's Adelaide correspondent states that the English cricket team has arrived. The men are extremely fit. They witnessed the inter-state match between South Australia and Victoria, after which they attended a formal reception, where their welcome was most enthusiastic. The team begins practice on Monday.—(Reuter.) P. O. SAVINGS BANK. <

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Hongkong, 25th Sept., 1911. [18]

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Hongkong, 9th Oct., 1911. [2]

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1260]

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Hongkong, 1st July, 1911. [15]

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Hongkong, 20th Oct., 1911. [1048]

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Hongkong, 1st May, 1911. [1100]

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Hongkong, 15th April, 1911. [1058]

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Hongkong, 20th April, 1911. [1407]

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Intimations

OUR

CONTEMPORARIES.
What They Think.

China Mail.
The Italian-Turkish War.

The most deplorable results of the war, so far, have been the charges of barbarity which have been brought against the Italians. These charges have naturally been denied at Rome, but from the fact that questions regarding them have been asked in the House of Commons it would appear that there is a belief in certain quarters that there is some foundation for them. The Italians allege on the other hand that treacherous acts done by Arabs led to the drastic measures they adopted in clearing the oasis near Tripoli, and we must accept the explanation. Mr. Asquith, indeed, took up quite the correct attitude when he deprecated criticism of a friendly Power during a time of severe crisis. He was right, too, in protesting against the hostile tone which the questions evidently implied, and for their pains his questioners got well rapped over the knuckles, as they deserved. The Powers have virtually agreed to let Turkey and Italy fight out the quarrel, and nothing in the way of interference is therefore allowable until one or both ask for the mediatory assistance of an outside State. From the latest news it would seem that this point is not far off, and the sooner it is reached the better for the world, for the long continuance of the war will but lead to much bitter feeling and perhaps induce racial ostracism in lands, such as India, where Mohammedans and Christian dwell together. It is this aspect of the case which imparts such a disquieting tone to the issue.

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OUR CONTEMPORARIES.

What They Think.

China Mail.

The Italian-Turkish War.

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Daily Press.

Pienma.

It is true that the question of a through railway route from India to China has engaged a good deal of attention for many years, but this is the first time we have seen Pienma mentioned in connection with either of the several projects. Major Davies, who in his book Yunnan: The Link between India and the Yangtze, reviews the railway projects in this region and makes some new suggestions, does not once mention Pienma throughout the four hundred pages of his valuable and informing book. It is permissible to doubt therefore whether there is any other motive for the British occupation of Pienma than the preservation of order among the tribes in the interests of trade and commerce in Burma. China's claim to this and the contiguous territory, it may be mentioned, was a subject of contention as long ago as 1894, when the Burmah Frontier and Trade Convention was negotiated, and by Article VI the territory between latitude 25 deg. 25' N. to latitude 28 deg. 20' (which includes Pienma) was reserved for a future understanding between the contracting Powers. "When the features and conditions of the country are more definitely known," a condition which proves the absence of effective administration by China.

South China Morning Post.

Public Works.

The question of roads in the New Territory can scarcely be invested with too much importance, for the development of the means of traffic communication must be a constant purpose if the country is properly to be opened up and made a reliable feeder for the railway. It must be remembered that every new road will be an impetus to the prosperity of the district through which it passes and an inducement to industrial enterprise, and the future of Hongkong has a certain dependence on the resources of the New Territory. The Magistracy, truly an antiquated seat of justice, is to be replaced by a more convenient and up-to-date building, and we should say there will be no evil-lings in this score. The present courts are not only wholly inadequate; they are an absurdity, especially in comparison with the general standard of buildings in the Colony.

POLITICS IN AUSTRALIA.

The Labour Movement.

The Sydney correspondent of the "Times" writes:—Labour is enthroned in power in the Commonwealth and in two States, New South Wales and South Australia, with a good chance of capturing one or two of the remaining States at the next elections. Labour never won these victories "off its own bat," so to speak; it enjoyed the support of numbers of the smaller farmers and settlers, as well as of an immense body of urban voters who stand outside the unions. These supporters—known collectively as "the sympathetic vote"—may at any time be detached—a possibility which has had a standing effect upon the Labour Ministries now in power. But there is undoubtedly a revolutionary element in the party, and in the endeavour to placate both elements Ministers sometimes find themselves between the devil and the deep sea. From the necessity of making a choice between the two will probably arise the inevitable split in the party, which is already threatened. The irreconcilable element views with the utmost sternness any backsliding on the part of Ministers or members. For their share in defeating the Referenda proposals of the Fisher Government two New South Wales State Ministers—Mr. Holman, the Acting Premier, and Mr. Beeby, the Minister for Labour and Industry—are to be solemnly tried in a few weeks by a Labour conference specially summoned for the purpose. The discipline of Labour is Spartan and those outside Parliament have little sympathy with the lapses of those inside. The constant surveillance of the outside unionists is the chief embarrassment of the Labour Government as they exist in Australia today. If they seek to depart from the platform of the party they invite condemnation from the extremists; if they placate those extremists they will infallibly alienate the sympathetic vote, which, while not adverse to giving Labour a free hand in democratic and humanitarian legislation, has absolutely no sympathy with the revolutionary aims of the extreme Socialistic wing.

This cannot last. There must be a split, which will separate the moderate Labourites from the extremists; and it may come with the trial of Messrs. Holman and Beeby. They and Mr. Hughes, the Federal Attorney-General, are the three men most intimately associated with the upbuilding of the Labour Party. They are the authors of the famous "pledge," the founders of the caucus system, as it is known to Australian politics. Yet the connexion of all three with the party may yet be snapped. The fate of Mr. Holman and Mr. Beeby hangs in the balance, while the position of Mr. Hughes is precarious. He is the honorary secretary of the Waterside Workers' Union; and even as I write the Sugar-Workers' strike in Queensland is drawing the wharf-labourers into a dispute which may engage his attention in his capacity as Attorney-General. Astute tactician as he is, at any moment a situation may arise which will fatally embroil him either with his union or with the general public.

Immigrants Needed.

Another serious danger is the immigration problem. As all sensible Australians know, every national consideration demands a large influx of people. The country is crying out for them from sea to sea. The labour market is badly

congested. Industrial enterprises are being held up through lack of hands. Yet the influx of immigrants is paltry, and shockingly inadequate to our needs. Both in New South Wales and in West Australia Commissions are inquiring into the shortage of labour, and the city unions are straining every nerve to prove that there is no shortage. The New South Wales Government is perhaps doing as much as it dare; the Commonwealth Government is at present making no attempt to handle the question. Yet public opinion here, too, will ultimately demand that the national interests shall supersede the selfishness of certain Trades Unions, and will thus force upon the Labour Ministries a difficult and useful choice.

The split, then, seems tolerably certain; the time and the occasion are uncertain. But the party is rich in men of character and ability, and the rupture of solidarity will set these free to use their strength in following where their personal convictions lead them.

AN OCEAN MENDICANT.

Crazy Missionaries who Beg on Land or Sea.

The schooner-yacht *Coronet*, with thirty-five men, women, and children, belonging to an American sect called the Holy Ghosts, was reported to be in distress in mid-Atlantic the other day, and in view of the terrific gale it is believed that the vessel has foundered with all on board.

The *Red Star* liner *Lapland*, which arrived at New York on Sunday from Dover, overtook the *Coronet* last Friday, and in response to the signal, "We are starving," despatched a boat to the *Holy Ghosts*, containing 300lb. of beef, 60lb. of sugar, 48 loaves, 21 cans of spinach, 25lb. of bacon, 75lb. of corned beef, 20 quarts of fresh cream, 12lb. of cheese, 4 bags of potatoes, and 72lb. of smoked mutton.

The *Coronet* was in such distress that the *Lapland's* captain offered to take all the passengers and crew aboard the liner and disembark them at New York, but the offer was refused.

The "Holy Ghosts," says the "Telegraph," are of a migratory character, always seeking the Promised Land. The *Coronet's* party decided two years ago that the United States did not fulfil the Scriptural requirements, and so in the schooner *Coronet*, once famous as a racing yacht, but lately one of the craziest craft afloat, they sailed for Africa. After sampling various districts on the eastern coast, the *Holy Ghosts* determined that the climate was far too warm, and so, re-embarking on the *Coronet*, they sailed for Greenland.

On the way from Africa the *Coronet* achieved the reputation of being the greatest ocean mendicant afloat. The distress signal seems nailed permanently to the mast, and every likely vessel is signalled for relief. This fact was not unknown to the *Lapland*, because the captain on his way to New York received a wireless message from the Hamburg-American liner *President Grant*: "Astern and bound this way, *Coronet* has been properly provisioned, and no more food needed."

The *Coronet* and the barquentine *Kingdom* formed the *Holy Ghosts'* squadron. The *Kingdom* was wrecked last May off the African coast, and the *Coronet* took the passengers off and brought them to America. The Rev. Frank Sandford, who calls himself Elijah, and also Admiral of the *Holy Ghosts'* navy, founded the strange sect. The *Coronet* had eight women aboard and two children, and twenty vessels within the last few months have reported provisioning her at sea.

Prepaid Advertisements.

25 WORDS \$1 for 8 insertions, or \$2 for one week.

BOARD AND RESIDENCE.—*"HOMEY LE,"* Morrison Hill, splendid view of the harbour, 10 minutes from Post Office by electric car; entrance 153, Wanchai Road, Telephone No. 512. [1280]

Public Company

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

NOTICE.

A FINAL DIVIDEND of One Shilling per Share, free of tax, has been declared by the Directors of the above Company, making a total of 10 per cent for the year ending 2nd February, 1911.

COUPON No. 17 is payable on the 2nd November at the Chartered Bank of India, Australia & China, and the Russo-Asiatic Bank at Tientsin and Shanghai. [1168]

Intimations

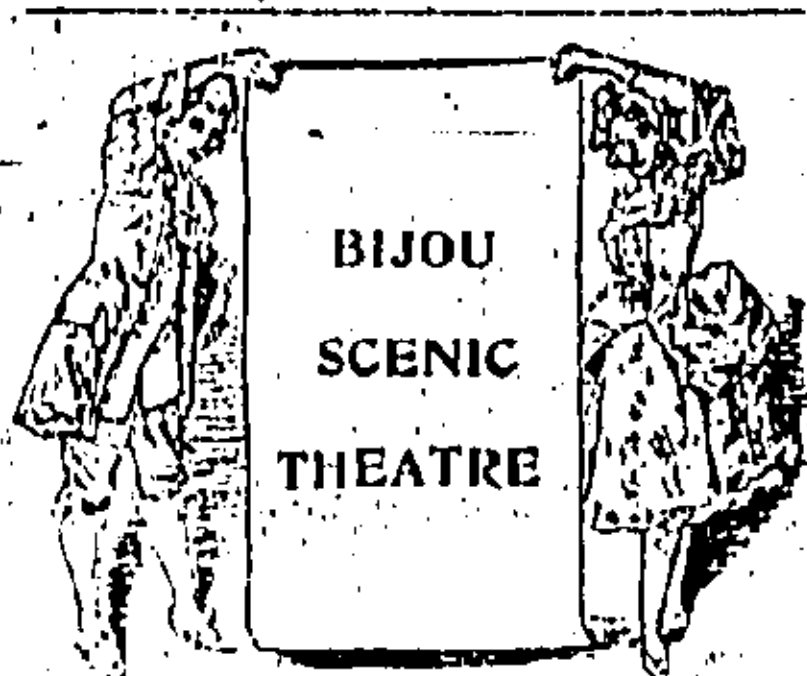
CANTON-KOWLOON RAILWAY.

BRITISH SECTION: NOTICE.

FOR convenience of passengers the train leaving Kowloon at 8 a.m. on week days will leave at 8.15 a.m. on Sunday mornings only.

By Order, **E. S. LINDSEY,** Manager.

Kowloon, 1st Nov., 1911. [1407]



AT 9.15 EVERY EVENING (9.15 p.m.) THIS WEEK'S PICTURES.

THE STRANGER.
NICK WINTER V. NICK WINTER.
A Lesson in Wrestling Friday, the 13th.

WHICH OF THE TWO?
AND
Miss Kitty Delavale.
REVISED ENGLISH COMEDY.
Hongkong, 4th Nov., 1911. [1471]

WING KEE & CO.
47-49, Connaught Rd.

SHIPCHANDLERS, PROVISION & COAL MERCHANTS
Hongkong, 28th Nov., 1911. [1920]

Just Unpacked
BEST ENGLISH MADE
BALL BEARING
ROLLER
SKATES
in
ALL SIZES
DRAGON CYCLE
DEPOT [41]

M F E CHEUNG.
ART PHOTOGRAPHER
HONGKONG.
TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.
"No. 1013" 1st Nov. 1911 [1999]

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EXTRA DRY.
\$24.00 per case.
FRENCH STORE,
6, Queen's Road.
Hongkong, 17th Nov., 1911. [1911]

THE CHINA SQUADRON

Following are the vessels of the China Squadron—

Submarines:—
No. 30, Lieut.-Comdr. Godfrey Herbert.
No. 37, Lieut.-Comdr. A. A. L. Fenner.
No. 38, Lieut.-Comdr. J. R. A. Codrington.

Alacrity, despatch-boat, Comdr. A. Lowndes, 700 tons, 4 guns, 2,000 i.h.p.
Astron, 2nd class cruiser, Captain E. B. Kiddie, 4,360 tons, 10 guns, 7,000 i.h.p.

Atlas, admiralty tug, Master S. West, 615 tons, 1,400 i.h.p.

Bramble, gunboat, Lieut.-Comdr. B. G. Washington, 710 tons, 900 i.h.p.

Britomart, gunboat, Lieut.-Comdr. J. M. Barker, 710 tons, 900 h.p.

Cadmus, British sloop, Comdr. H. Lynes, 1,070 tons, i.h.p. 1,400 i.f.d.

Cherub, water tank and tug, Master W. Smith, 390 tons, i.h.p. 340.

Clio, British sloop, Comdr. H. R. Yeale, 1,070 tons, i.h.p. 1,400.

Fame, torpedo-boat destroyer, Lt.-Comdr. H. S. Monroe, 340 tons, 6 guns, 5,700 i.h.p.

Flora, 2nd class cruiser, Captain J. Nicholas, 4,360 tons, 10 guns, 7,000 i.h.p.

Handy, torpedo-boat destroyer, Lieut.-Comdr. Hon. Guy Stopford, 295 tons, 6 guns, 4,000 h.p.

Janus, torpedo-boat destroyer, Lt.-Comdr. M. B. R. Blackwood, 320 tons, 6 guns, 3,900 h.p.

Kent, armoured cruiser, Capt. S. St. J. Farguhar, 9,800 tons, 14 guns, i.h.p. 22,000.

Kinsla, river gunboat, Lieut.-Comdr. T. J. S. Lyne, 616 tons, i.h.p. 1,200.

Martin, surveying ship, Comdr. B. O. M. Davy, 1,070 tons, 6 guns, 1,400 i.h.p.

Minotaur, armoured cruiser (flag-ship Vice-Admiral Sir A. L. Wintlock), Capt. G. C. Cayley, 14,600 tons, i.h.p. 27,000.

Monmouth, armoured cruiser, Captain L. E. Power, 9,800 tons i.h.p. 22,000.

Moorhon, river gunboat, Lieut.-Comdr. G. P. Leith, 180 tons, 2 guns, i.h.p. 800.

Newcastle, 2nd class cruiser, Captain George P. E. Hunt, 4,800 tons, turbine.

Nightingale, river gunboat, Lt.-Comdr. Claude Hillersden-Woodward, 85 tons, 240 h.p.

Otter, torpedo-boat destroyer, Comdr. Lambie, 385 tons, 6 guns, 6,300 i.h.p.

Robin, river gunboat, Lt.-Comdr. Cosmo A. O. Douglas, 85 tons, 2 guns, 240 h.p.

Rosario, depot-ship for Submarines, Lt.-Comdr. N. E. Archdale, 930 tons, i.h.p. 1,400.

Sandpiper, river gunboat, Lieut.-Comdr. E. J. J. Southby, 85 tons, 2 guns, 240 h.p.

Snipe, river gunboat, Lt.-Comdr. Maurice B. Leslie, 85 tons, 2 guns, 240 h.p.

Taku, torpedo boat destroyer, Gunner E. J. Trillo, 305 tons, i.h.p. 6,000.

Tamar, receiving ship, Commodore Eyres, 4,350 tons, 6 guns.

Teal, river gunboat, Lieut.-Comdr. R. J. Buchanan, 180 tons, 2 guns, 800 i.h.p.

Thistle, gunboat, Lieut.-Comdr. M. B. Baillie-Hamilton, 710 tons, 900 h.p.

Virgo, torpedo-boat destroyer, Lieut.-Comdr. Harold D. Adair-Hall, 395 tons, 6 guns, 6,300 i.h.p.

Waterwitch, surveying ship, Lieut.-Comdr. R. L. Hancock, 920 tons, 450 i.h.p.

Whiting, torpedo-boat destroyer, Lieut.-Comdr. G. B. Hartford, 300 tons, 5 guns, 5,900 h.p.

Widgeon, gunboat, Comdr. M. H. Wilding, 195 tons, 2 guns, 800 h.p.

Woodcock, gunboat, Lieut.-Comdr. B. R. Brooke, 150 tons, 2 guns, 550 h.p.

Woodlark, gunboat, Lieut.-Comdr. G. F. A. Mulock, 150 tons, 2 guns, 550 h.p.

Intimations

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

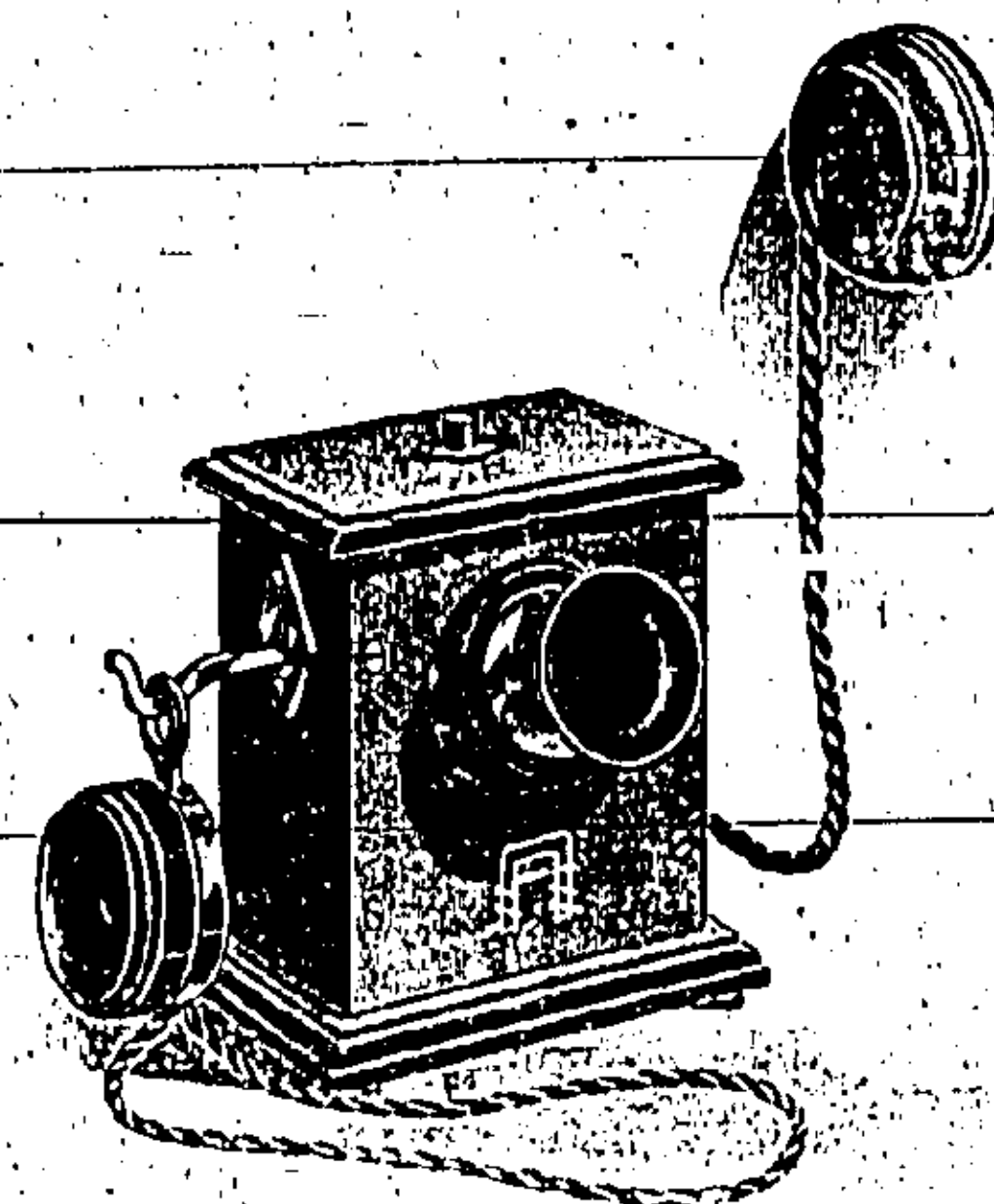
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SHORTEST & QUICKEST ROUTE

BETWEEN

THE FAR EAST & EUROPE.

via DAIREN.

WINTER SCHEDULE.

(Effective from October 23, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining, and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fare	Shanghai (Steamer).....Lv.	Dairen (").....At	Thurs. Sat. Sun.	Sun. Tues. Wed. Fri.
\$40.00	On 10.00 a.m.	On 8.00 a.m.	" "	" "
Y14.95	" (S.M.R. Train).....Lv.	" 3.50 p.m.	" "	" "
Y11.50	Mukden (").....At	" 4.05 "	" "	" "
R 9.60	Changchun (").....Lv.	" 10.30 "	" "	" "
	Harbin (").....At	" 11.59 "	" "	" "
		" 8.10 a.m.	Mon. Thurs. Sat.	
	Connecting at Harbin with State Express for Moscow			

SOUTH BOUND.

1st Class Fare	Harbin (Russian Train).....Lv.	Changchun (").....At	Mon. Tues. Wed. Fri.	State Express from Moscow	State Express to Moscow	Wagon Lites from Moscow
R 9.60	On 12.00 a.m.	On 8.40 p.m.	" "	" "	" "	" "
Y11.50	" (S.M.R. Train).....Lv.	" 10.00 "	" "	" "	" "	" "
Y14.95	Mukden (").....At	" 5.03 a.m.	" "	" "	" "	" "
Y40.00	Dairen (").....Lv.	" 5.15 "	" "	" "	" "	" "
	Shanghai (").....At	" 1.20 p.m.	" "	" "	" "	" "
		" Noon	Wed. Fri.			

* Russian Train Time is 23 minutes faster than S.M.R. Time. For instance 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN SERVICE.

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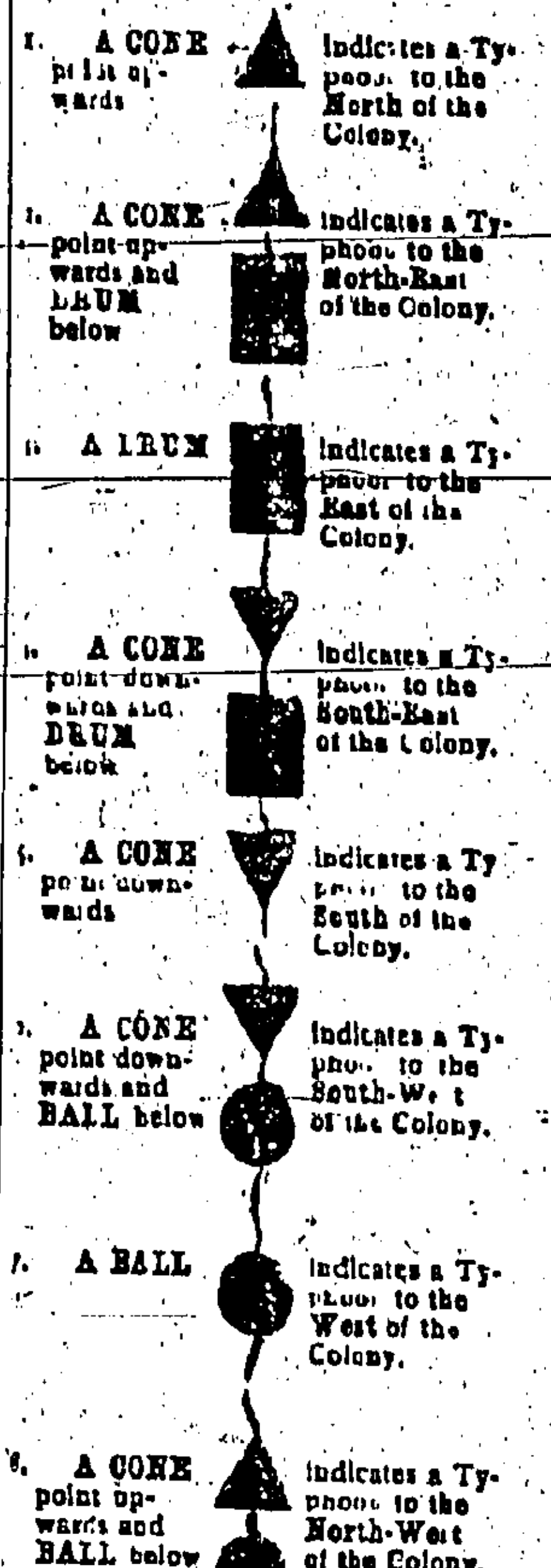
Agents: **MITSUI BROS. KAISHA, LTD.**

Hongkong, 21st Oct., 1911. [1817]

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—



Red Signals indicate that the centre is believed to be more than 500 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 500 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to gale force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green. Indicates that a typhoon is believed to be situated more than 500 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green. Indicates that a typhoon is believed to be situated less than 500 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red. Indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by the signal being first published by night.

These Night Signals will be substituted by the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Code will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock, Aberdeen, San Ki Wan, Sai Kung, Sha Tin Koh, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can be given by the Ocean Vessels, on request, by signal from the Flagstaff.

F. G. PING, Director.

Watson's

EFFERVESCENT LIVER SALT.

This valuable preparation speedily relieves Bilioussness, Sick-headache and all Derangements of the Stomach. It purifies the Blood by imparting the natural Saline Elements necessary to a healthy condition.

WATSON & CO., LTD.,

HONGKONG DISPENSARY.

Hongkong, 21st October, 1910.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:

Daily issue—\$36 per annum.

Weekly issue—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

BIRTH.

At the Government Civil Hospital on the 5th inst., the wife of N. G. Nolan, Chief-Interpreter, Supreme Court, of a son.

The Hongkong Telegraph.

HONGKONG, MONDAY, NOVEMBER 6, 1911.

THE REBELLION.

Whether the term "rebellion" is at this stage rightly employed in describing the occurrences in the Empire of China may be questioned. Apparently it is a revolution, although, as we have frequently pointed out, there is much wisdom in refusing to accept any news as definite that has not been substantiated from independent sources. However, it seems pretty evident that the success of the Imperialists at Hankow was only temporary and that the star of the revolutionaries is in the ascendant. The fall of Shanghai, though it was anticipated, that the attention of the rebels would be turned thither sooner or later, was so long delayed that there seemed to be some reason to believe that there was not that unanimity of purpose among the disaffected in China which is essential to success. The denouement of the people of Kwangtung also lent support to that view. They, while anxious to throw off the rule of Peking, made it clear that they sought independence for their own province. Even now it is impossible to state definitely whether there is one master mind controlling operations or whether the succession of anti-government successes in so many widely separated spheres are simply due to the fact that the whole edifice of Manchu rule is so rotten that the sapping of the foundations at one point has caused the whole structure to collapse. If there is one supreme director so much the better for China. She never wanted a leader more badly than she does to-day.

The telegrams that we publish elsewhere show that terror has not only made the Throne kiss the dust, but apparently to bring itself to pretend to like that act of abasement. In democratic countries the blasphemous statement is sometimes made that the voice of the people is the voice of the Deity, but the Throne goes one further and describes the people as the eyes and ears of Heaven. This abject abasement in the face of danger should not, it is to be imagined, improve the prospects of the dynasty. The Throne has passed from one extreme to the other. When the National Assembly last year asked that the inauguration of a constitutional regime should be hastened it was flouted, and was told in effect that all wisdom and authority resided in the Throne. Now the Throne confesses itself a miserable sinner and affirms that in the people alone rest sagacity and power. This is the kind of repentance that is usually too late. The religious zealot who begins to repent, or the fugitive who begins to burn under him has a poor chance of profiting by his recantation.

There is, however, a chance for the dynasty. A republic in China is unthinkable and an Imperial figurehead will be necessary to hold the country together. A dynasty which is permitted to remain on scornful sufferance would probably suit the men who will take charge of China's destinies when things quieten down better than the elevation to the Throne of a man of strong character. It may be that, assuming that the success of the revolution is assured—a fair assumption if the news we publish to-day remains uncontradicted—the Manchu dynasty, shorn of all power, will continue to reign at Peking while a Chinese Government rules.

DAY BY DAY.

There are few people so weak or mean who have it not sometimes in their power to be useful to the public.

His Honour the Chief Justice, Sir Francis Piggott, left Tokio yesterday and is expected to arrive here on the 16th inst.

Engineer Lieutenant Dawson, for the Naval Yard, and Mr. Weston, Naval Store Officer, arrived in Hongkong this morning by the P. & O. s.s. Palawan.

Leave of absence, in extension, has been granted to Miss L. E. Toller, Sister, Q.A.I.M.N.S., and Lieut. & Qr. Mr. E. V. Saunders, R.A.M.C., from November 3 to 16.

On Saturday morning a Chinese woman was found very ill in Queen's Road West. She was unable to give an account of herself and was conveyed to the Hospital, where she died two hours later.

Mr. F. A. Hazeland, at the Magistrate's Court this morning, sentenced a man to two months' hard labour, and four hours' stocks, for stealing a quantity of gypsum, the property of the Hongkong and Kowloon Wharf and Godown Company.

A man was charged before Mr. J. R. Wood this morning at the Police Court, with being in charge of 280 tins of prepared opium. He was ordered to pay a fine of \$500 or in default 3 months' imprisonment.

The soldiers did not attend the Cathedral for matins yesterday morning, as the Army Chaplain, the Rev. Foster-Pegg, had returned from his vacation. The reverend gentleman made a stay of a few weeks in Japan, collecting a fine series of coloured lantern slides, which he will use in a lecture to be delivered shortly.

Sergeant G. Sim charged a fisherman before Commander C.W. Beckwith, R.N., Harbour Master, at the Marine Court this morning with erecting an inshore stake net and using same at Lamna Island without the permission of the Harbour Master. A fine of \$5 was imposed on each count and defendant was ordered to take out a license.

Prosecutions arising out of a recent shooting accident in the godown of Messrs. Katz at Singapore when a boy named Tan Kim Ching was injured were heard in the third magistrate's court Oct. 30. Emil Geier, a German commercial traveller, pleaded guilty to a charge of causing hurt by a rash act and was fined \$50. Mr. A. Godecher, an employee of Katz Brothers, also pleaded guilty to abetting the offence and was fined \$75.

Typhoon Warning. The following telegram was received by the American Consulate General from the Manila Observatory at 11.35 a.m. to-day:—Cyclonic typhoon E. of Luzon, more than 300 miles distant, moving W.N.W. or N.W.

The Trooping Season. The s.s. Rohilla, government transport ship No. 4, arrived in port this morning with reliefs to take the place of those soldiers, who are going home this trooping season. The vessel took up a berth alongside the Naval Yard wall, and luggage was soon unloaded for those who land here. The Rohilla was, we understand, to depart hence on Nov. 16, but the date is said not to have been definitely fixed, as it is uncertain when the Somali will be down from the north.

Claim for Money Lent. Before the Acting Chief Justice, Mr. Justice Gompertz, in the Court of Summary Jurisdiction this morning, Lam Sang, of the Wing On Co., of 209, Des Voeux Road Central, sued Li Wei Young, of the Hang Tai shop, of No. 7, Wing Shing Street, to recover the sum of \$302, being principal and interest thereon for three months and twelve days on a promissory note dated May 20, 1911. After evidence had been called, judgment was entered for the plaintiff with costs. Mr. J. H. Gardiner appeared for the plaintiff and Mr. L. d'Almeida for the defendant.

A Chinese, who was charged with being in unlawful possession of a large quantity of opium, was remanded until Thursday at the Police Court, in bail of \$500, until the Superintendent of Imports and Exports could frame another charge.

Mr. W. Goldring defended a case before Mr. Wood this morning at the Magistrate's Court, in which a Chinese was charged with being concerned in keeping a shampani lottery. The defendant was remanded, bail being allowed in the sum of \$1,000.

The Revolutionary Type. A private who had been wounded in the battle of Liu Chiamiao and afterwards died in the London Mission Hospital, had in his possession two manuscript books, reports the "Central China Post." One of them, pierced with a bullet hole and soaked with his life blood, was a history of China, describing the ancient glories of his country and the other a collection of maps, showing the routes from the various provincial capitals to Peking. We hardly expect foreign soldiers to be similarly furnished, and the little incident shows in a striking light the kind of men these revolutionists are.

Opium. The inevitable result of the curtailment of opium exports to China is that fancy prices are being paid for the certificated drugs, says the "Pioneer." At the last Calcutta sales both Behar and Benares opium fetched Rs. 6,200 per chest. At Hongkong the price is nearly 5,000 dollars. In the Bombay market the Malwa drug is steadily rising in price. It is impossible to foresee the limit of the quotations, but certainly the final figures have not yet been reached. The temptation offered to smugglers is enormous, and we shall be surprised if there is not a big illicit trade in the drug within the next years; as official sales in India will be still further reduced.

An Appeal to Sah. Students of Wuhan, Hankow, and Hankow recently addressed to Admiral Salan an appeal of considerable length, urging him to join the revolutionists. The concluding paragraph reads:—Therefore, Admiral, we appeal to your generous sympathy and wisdom and plead for the safety and welfare of four hundred million souls, for the free growth and development of the Chinese, who, if allowed to be free, are bound to make a wonderful contribution that will go to enrich the civilization of the whole world. If you would disarm your gunboats and cruisers and steam up to Hankow all the people in these three cities will be enraptured to welcome you with wild enthusiasm and intense honour.

Neutrality at Hankow. The following proclamation in Chinese over the seals of the English, Russian, French, German and Japanese Consuls has been posted at Hankow:

A proclamation with respect to the observance of neutrality. Whereas at present the Chinese Government is in conflict with the Ming Kwoh Chuin (Republican Army), and they have mutually joined in battle, in such a juncture it is provided by international law that, when the Government of any country is at war with its people, the nationals of other countries resident there have nothing to do with the control of its internal affairs, but must observe a strict neutrality. They must not harbour or conceal important parties on either side or give the slightest assistance to either.

In accordance with the above, the various Consuls notify that a strict neutrality is to be observed; and that, as the regulations of the concessions require, armed soldiers of either party are not permitted to appear within concession limits, nor are arms of any sort or munitions of war allowed to be stored there. The Consuls, in order that they may observe the requirements of international law, and maintain the friendly relations which it is their duty to do to the fullest extent, issue this special proclamation and expect the assistance of all Chinese officials and people of every rank to lend them aid that by the observance of neutrality the end may be accomplished. The Consuls will be happy to have it so, and the Chinese will be happy to have it so.

SITUATION IN KWANG-TUNG.

A River Fight.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, Nov. 4.

Trouble seems to be spreading rapidly in Kwangtung, though Canton itself is still quiet. H.E. the Viceroy has despatched Commanders Wu Chung-yu and Wu Ching-ko to take command of three regiments and proceed to Tatsien. One regiment was stationed to guard the railway station and the rest were massed in the vicinity of the Ching Ping theatre. Wu Chung-yu took up his quarters at the military yamen and called a conference of the local gentry to consider the best ways of maintaining order. Commander Wu Ching-ko on the other hand has had to proceed to Lushan, Shekwan, and Pingpo to quell disturbances there. Lieutenant-Lui and the Canton Brigadier General as well as Kong Hung-yen have also been sent on similar errands to various parts of the provinces.

The gunboats Kiangkoi, Shing-hui, and On Shun with large numbers of braves on board, came upon a launch towing a number of junk with insurgents on board, off Yikwok. A brisk fusillade was kept up by both parties, but the rebels getting the worst of the exchanges jumped into the water and endeavoured to escape. About 100 of them were killed and a good number captured.

A rising has broken out at Weichow and a strong force of rebels are besieging the city. The garrison under General Ching Ping-chek made a sortie, but were driven back. The fall of the city is considered imminent. The telegraph wires have been cut and attempts are now being made to persuade the soldiers to mutiny.

THE FALL OF SHANGHAI.

An Anticipated Event.

In view of the fall of Shanghai the following from the "N. C. Daily News" of Oct. 31 is of interest:

Precautions at Kiangnan Arsenal have been redoubled, and on Sunday 250 soldiers arrived from Sungking to guard the powder factory. This means that there must be close upon 1,000 troops there, and the gates are being guarded at the time. At the Arsenal Dock the G. M. S. Kwang-chi is lying, having been partially loaded with ammunition said to be destined for Pientsin. The amount either loaded or lying alongside is understood to be 3,000 rifles and 3,600 cases of ammunition, each containing 1,000 cartridges. It is said that in addition to the warning to the Arsenal, the China Merchants S. N. Co. has received a warning from local revolutionaries that if they allow the vessel to depart with these munitions of war they will hold those at the head of the Company responsible. The attitude of the Company is that they are desirous of using the vessel for ordinary trading purposes.

Besides the precautions already mentioned, it is stated that the machines for the manufacture of cartridges, etc., have all been dismantled in anticipation of eventualities. Up to the beginning of the week the city was quiet, and the exodus to the Settlement was very slight, but yesterday increased. The Tao-tai has transferred his household to the Bureau of Foreign Affairs in Bubbling Well Road. Rumours regarding the anticipated fall of the city are as rife as ever, a new date being given each day for this event, and it may be mentioned that yesterday afternoon, when it became known that a fire had broken out within the walls, the rumour readily gained currency that it was the yamen that was in flames. What happened was a slight fire near the north gate.

Report has also been busy in regard to Jui Cheng. His house in Bubbling Well Road is guarded, but this is merely for fear of roughs. It was his intention on arriving in Shanghai to proceed to Peking, but he remained here on the advice of his friends.

THE CANTON OUTRAGE.

An Imperial Edict.

The Throne issued the following Edict on Oct. 27:

A telegraphic memorial from Chang Ming-chi reports that the newly appointed Tartar-General of Canton, Feng Shan, coming to Canton from Shanghai, landed at 8 a.m. on Oct. 25. As he was proceeding to the outside of the South Gate, a sudden explosion of bombs devastated the wall of the private building on the roadside, resulting in the crushing of the sedan-chair in which Feng Shan was sitting, under the debris. The fire was soon extinguished, and the corpse of Feng Shan was discovered. He prays Our Grace to grant posthumous favours, etc.

Feng Shan, Tartar-General of Canton, was promoted from a Secretary in a Peking Banner Corps to the post of Lieutenant-General. He was engaged in the training of the different divisions of the army near the Capital; he was appointed Tartar-General of Chinchou (Hupoh) and transferred to Canton in the same capacity. He has done service for a number of years, and has always been diligent in the execution of his duties. He was proceeding to his post, and he had just reached Canton, when he was pitilessly assassinated, for which we feel the deepest compassion. As an Imperial grille, he is hereby granted a posthumous title, his rank is raised to that of a junior guardian of the Hlori Apparent, and he shall be accorded all the highest honours and favours of a Tartar-General who had lost his life in a battle. All demerits on record are hereby cancelled. What other honours he is entitled to, let the said yamen find out and report. When his coffin returns to his native place, the territorial officials along its route shall pay good attention to it; and permission is hereby granted for its entry into the city to hold a funeral. The said Bunker is ordered to investigate who are the children of the said Tartar-General and report to Us for the bestowal of favours.

HONGKONG AND THE REBELLION.

Yesterday was quite unlike the ordinary Sunday of the soldiers at Headquarters, for all was bustle and activity. We are informed that a telegram was received from Shanghai and as a result the K.O.Y.L.I. were confined to barracks in case of emergency while the Headquarters Offices were open all day, it being anticipated that two companies would possibly be sent northward. The available warships in the harbour also held themselves ready yesterday to proceed towards Shanghai, if necessary.

AL FRESCO FETE.

The annual fete in aid of the funds of the Society of St. Vincent de Paul was held on the compound of the Roman Catholic Cathedral last evening, and proved, as usual, an unqualified success. The outside of the building was one mass of tastefully arranged stalls, on which were displayed in abundance profusion all sorts of fancy articles and toys, such as delight the heart of the young. Lanterns and vari-colored flags formed a suitable setting. His Excellency the Governor graciously consented to be present, and several ladies of the Colony ungrudgingly gave their assistance as stall-holders. The band of the K.O.Y.L.I. played selections of music during the evening, which were greatly appreciated. The bazaar did not lack numbers so far as the attendance was concerned, and for the greater part of the evening a large and animated throng roamed disposed of their superfluous cash for the purchase of goods which caught their fancy. An interesting feature of the fete was that souvenirs were presented to those present. As a result of this year's fete, the funds of the Society should be appreciably augmented.

The Chinese Engineering and Mining Co., Ltd., inform us that the total output of the Company's three mines for the week ending Oct. 21 amounted to 24,592.48 tons and the sales during the period to 24,042.53 tons.

NOTES AND COMMENTS.

There are semi-humorous features connected with the capture of Shanghai by the rebels. Foreigners who ventured to visit points of interest, armed no doubt with cameras, were, we are told, greeted with smiles and saluted. That to some extent disposed of the idea that anti-foreignism is at the bottom of the revolution—or it betokens a power of dissimulation on the part of Chinese that is uncommon. The whole thing is said to have resembled a Bank Holiday more than anything else. The position at the Customs is interesting. The Customs House is, of course, in the International Settlement. The rule of the Central Government has ceased to run in the vicinity of Shanghai and the Customs officials, foreign and Chinese, have refused to carry on their duties. There was hardly any other course open to them. A remarkable situation is, however, brought about, as presumably merchandise is now being landed at Shanghai without Customs supervision. A similar thing happened during the Taiping affair and from the provisional arrangements then made to meet the difficulty grew the Imperial Maritime Customs of to-day. Those whose morals are not over-rigid will see a possibility of making something while the present situation lasts, and will probably take the possibility on the wing, so to speak.

For more than one reason the long message which to-day comes through from Kauter's war correspondent at Tripoli is interesting. The average reader can have little idea how much thought must have gone to the decision to leave the scene of operations and get the story through. It seems easy enough to say "here is copy of first-class importance. I cannot send it from Tripoli. Therefore I shall leave Tripoli." But the difficulty is that that correspondent will not get back into Tripoli after sending that message. He has had to leave what may happen in order to send what has happened; and it is hard to decide that one news-story justifies leaving the post of duty for good. The message is interesting, too, because it shows how carefully censored are press messages and how well cooked are the Italian official messages. The Italians have had a nasty set-back, it appears, and they have gone in for massacre on a wide scale. We expected as much. We prophesied it, indeed, only a few days ago in these columns.

Jack Johnson is done with boxing, he says. He vows that he will not enter the ring again. "I shall retire as the heavy-weight champion of the world, a thing no man has ever done before," he told an interviewer. It is difficult to see how he is to do this, for, we presume, if he is challenged and refuses to accept he must lose the title of champion by his refusal. However this may be, his determination seems sincere enough, and Johnson in future may be looked for in more peaceful walks of life. The motor car business appeals to him and it is possible that many motorists of sporting proclivities might like to discover whether he is as good a judge of an automobile as he is of gloves. In Australia, we are told, he displayed marked religious tendencies leaning towards the Methodist persuasion, which induces the suggestion that he has a possible mission as a converted pugilist. But whatever the future may hold for him, Johnson has done well; for he has, according to his own estimates, been able to put past a nice little nest egg of \$35,000, as a result of five years of pugilism.

TELEGRAMS.

THE REBELLION.

"SWEEPING THE COUNTRY."

[Exclusive Service.]

Shanghai, Nov. 6, 10.10 a.m.

On Saturday the Woosung forts turned rebel and the officers escaped in a launch to Shanghai.

A gunboat and two torpedo boats at Shanghai also went over. TRAFFIC NOT INTERRUPTED.

The foreign volunteers have evacuated the railway station at Shanghai which is now under rebel control. Traffic by railway is in no way interrupted.

SAH'S MISFORTUNE.

On Sunday three gunboats and one transport arrived here from Hankow to secure coal and munition. In consequence of the capture of the Arsenal ammunition could not be obtained and the boats remain here inactive. Soochow and Hangchow have fallen into the hands of the rebels.

GUNBOATS GO OVER.

[Exclusive Service.]

Shanghai, Oct. 6, 1.30 p.m.

To-day the rebels sent letters and flags to the gunboats which thereupon struck the Imperial colours and hoisted the rebel ensign.

There was no fighting. The officers also joined the rebels.

TAT'S SPEECH.

CHIEFS ANGRY.

[Exclusive Service.]

Shanghai, Nov. 6, 12.40 p.m.

President Taft has angered the Republican leaders by a melancholy speech in which he expresses the hope that the Democrats will be beaten.

The position of Senator La Follette is regarded as having been strengthened as the result of the speech.

STORM AND STRESS.

GALES AT HOME.

[Service to the Telegraph.]

Durban, Nov. 6, 7.30 a.m.

A great gale raged over Great Britain yesterday.

Numerous cases of casualty and damage on sea and land occurred.

The Dieppe-Norwich boat was ten hours overdue and had to be towed in. Reuter.

All patrons of racing in Shanghai, says the "N. C. Daily News" of Nov. 3, will hear with regret that Mr. Glenday's pony—Foreman—winner of the Griffins Plate, Shanghai Derby, and Champions Sweepstakes at the Spring Meeting of this year—has been scratched from all engagements at the forthcoming Autumn Meeting.

The death of Mr. Peter Hyrup, formerly purser of the Korea, is reported from Manila. Mr. Hyrup had a paralytic stroke, and after remaining unconscious for twenty-four hours, died in St. Paul's Hospital. The news will be learned with regret in Hongkong, where Mr. Hyrup was well-known and popular. A pathetic circumstance was that Mrs. Hyrup was on route to join her husband when his death occurred.

The "China Critic" is informed from Peking, in connection with the proposed motor-car service from Kalgan to Kulu, across Mongolia, that the Military Council has already purchased the necessary cars, and the service will be established as soon as possible. Three days are to be taken between the two cities, and the communication will materially assist in the proper government of the whole of that large district, which is now rather inclined to be out of hand.

THE BATTLE AT HANKOW.

Bye Witness's Description.

The following is from the "Shanghai Times" of Oct. 31:—The China Navigation Co.'s steamer Poyang arrived in Shanghai yesterday from Hankow, and through the courtesy of an American officer, who came down in her, we are enabled to present to our readers the following graphic description of Friday's battle behind the Mankow Race Course. Our informant said:—

On the morning of the 27th, I went ashore to try and locate some heavy firing that I had just heard. I found the Revolutionaries occupying a line between the marsh near the Race Course and the Yangtze River. Desultory long range firing took place between them and the Imperialists all the morning until about one o'clock, when the Imperialists having advanced steadily and slowly succeeded in occupying the rebel lines. The Imperialists, well-uniformed, well-drilled soldiers, who behaved exactly as if they were merely on manoeuvres, advanced in one well-extended line of skirmishes, supported by columns in close formation, about five hundred yards in the rear.

They took cover well and kept their intervals with the steadiness of perfectly disciplined troops. The firing of the Revolutionaries covered the entire area between them and the advancing Imperialists, but there was no fire controlled, and most of the rebel bullets must have fallen short or gone wide. The Imperialists placed two guns near the Asiatic Petroleum Co.'s tanks, and from that position fired in the direction of the Race Course. They were replied to by five Revolutionary guns placed on the Taiping Road. The Imperialists used shrapnel; the Revolutionaries, apparently common shell, with which they were not able to do very much damage. I should estimate that during the entire progress of the battle up to the time when the Rebel lines were taken the Imperialists had three thousand men engaged with three thousand not far in the rear in reserve. The strength of the Revolutionaries never exceeded six thousand men.

Having been driven back from their lines the Revolutionaries retired in disorder, but unbeaten and in excellent temper towards the Mankow native City. All the men to whom I spoke said they were perfectly willing to fight again, and proved their words by taking advantage of every opportunity to turn round and fire on the advancing Imperialists.

In this desultory way the battle, if so it may be called, lasted until sunset. The wounded on the Revolutionary side were brought into the City and Concessions by coolies, none of the combatants leaving the firing line for the purpose of acting as bearers. It was 5.30 when the Imperialists finally occupied the line of the Racecourse Road.

As an instance of the determination of the Revolutionaries, I may state that in one village alongside the railway a small party, not more than ten, were hidden. Shortly after five o'clock a column of about 200 Imperialists, with as many more a short distance behind in support, advanced upon this village with the intention of occupying it. As soon as the Imperialists reached within 800 yards of the village the Revolutionaries opened a brisk fire and put the column to flight. The Imperial troops went back on their supports, and the whole force then reformed and advanced once more upon the village from which the small band of Revolutionaries had disappeared by the time Imperialists reached it.

At sunset two Imperial guns were still firing. Two Revolutionary guns replied in a more or less desultory fashion at intervals, the remainder of the Revolutionary artillery having, I understand, been drawn up into the native city of Hankow.

After sunset there was practically no more firing. The Railway Station, which had been garrisoned by a body of young students, fell, apparently without a fight, into the hands of Imperialists, the Revolutionary students having, I understand, been withdrawn to Wuchang for

strategic purposes. At midnight I visited the Railway Station, which I reached without being challenged, and found everything quiet and everybody about the place, including the Imperialist sentries, fast asleep. At 2 o'clock I went aboard the steamer and slept until the Poyang got under way at 1.30. Just before daylight on the 28th a shot was fired and shortly afterwards the Poyang started.

The Chinese cruisers had taken some little part in the previous day's action, but had done nothing great. They were lying in a line outside the Concessions, and as we passed the fifth and sixth two shots were fired from the Wu-chang shore abreast of the Chinese flagship. I did not see the "strike" of the shots or the burst of the shells, but the shots were followed almost immediately by another pair, showing that only two guns were firing. The range, I should say, was about 1,000 yards. Two more shots were fired before any reply was made from the ships, but then the Chinese cruisers awoke and firing began to take place somewhat briskly but quite ineffectually. I watched the firing and saw the burst of the shells from the cruisers, but it was nowhere near the spot where I had seen the flash of the Revolutionary guns, the burst being high and very far inland. I did see one waterspout close to the Chinese vessels, also many high shells in the air over them.

I understand that the hastily constructed fortifications on the Wuchang shore includes a battery of two guns which are heavier than, or at least equal in power to any weapons mounted on the Chinese ships, and the surprise is that the apparent failure of Admiral Sui to carry out his threatened bombardment of Wuchang may be due to the fact that this rebel battery dominates the situation. I saw no indications of Imperial troops being despatched to the Wuchang shore, although they had one tender at least that could easily have conveyed 500 men across the stream.

Desultory firing was still going on, though not very briskly, between the cruisers and the rebel batteries as long as Hankow remained in sight of those on board the Poyang.

Another Description. From a letter dated Oct. 27 from Mr. Edwin J. Dingle, the special correspondent of the "China Press," is taken the following:—The result of the day was a complete victory for the Loylists, the revolutionists being absolutely routed, but they were still making a stubborn stand when this left at seven o'clock on Friday night.

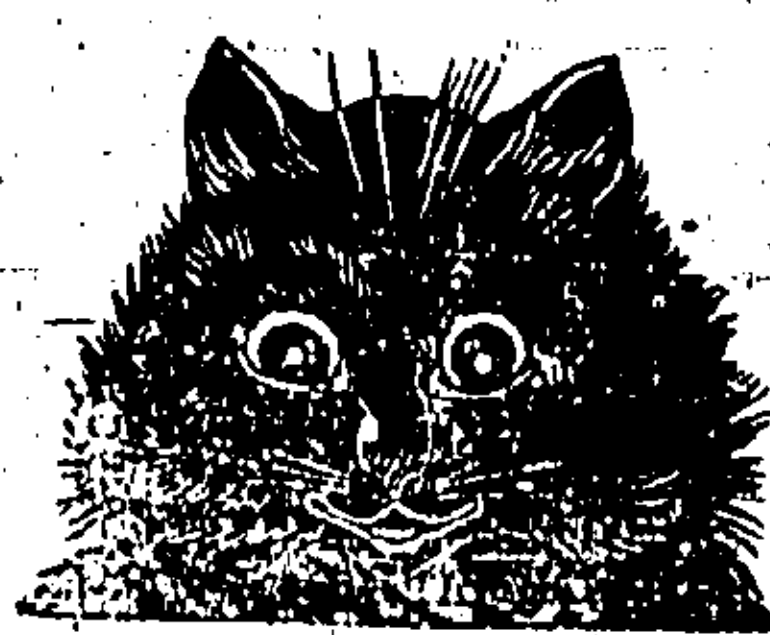
Concessions were guarded splendidly—American, British, French, German, Japanese, Austrian naval contingents being stationed all over the place, with the roads all barricaded, and every measure taken to preserve peace and order. And it was remarkable under the circumstances.

The number of the dead is not known yet, but as the Imperialists came on over the main fighting field this will probably never be known, as the Revolutionary dead will not be counted. The Loylists must have suffered heavily, but the Revolutionists probably had more killed. The wounded were very numerous. All hospitals in town are full—the Red Cross Society has been doing good work, but if this continues it is but a fraction of what will be needed. The Society could not keep pace with it. Wounded would come to the edge of the Concessions, deposit their rifles and ammunition and then limp away, though the concessions waiting for the ambulances to come to them.

Four foreigners have been shot—one of them in Red Cross work. It is rumoured that a foreigner has been captured by the Loylists. They are supposed to have their foreign instructors on the field with them, but I am not certain about this.

Later (9 p.m.). Following on the success of the Loylists, Admiral Sui has sent official intimation to Admiral Winslow that he will commence to bombard Wuchang to-morrow at 3 p.m. It is expected that the bombardment will be long and furious, as the guns at Wuchang are numerous and strong.

An express is being sent round this evening to this effect, and



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HAVE A REPUTATION

The World Round.

Fresh Stock always obtainable from

1477]

KRUSE & CO.

that all women and children should leave. It further says that the foreign gunboats may drop down river, but that full guards will be landed and kept in the Concessions for defence. The Volunteers also will remain on duty.

One German has been given twenty-four hours' notice to get out of the port. He was sighting the guns for the Revolutionaries, and immediate action was taken consularly to remove him from the port.

This afternoon, the Rev. Kepler (of Shanghai), who married Dr. Fitch's daughter of Shanghai, and who has only been in Hankow for two days, was shot rather seriously. He was, during most of the day, doing Red Cross work among the wounded on the field; and this afternoon, whilst watching the fighting from a high building on the Japanese Concession, was struck by a shot which entered his cheek, his arm, and his neck—probably shrapnel. He will probably recover, and is now having every attendance in hospital.

The effect of the big gun firing of the Loylists was not so deadly as I thought when I wrote the first part of my letter. It is generally thought that the rebel big gun firing was effective, but what they lacked was a staff of officers. There was absolutely no order among them, and it was a case of the Boer War—the lack of trained men under efficient command.

Too much praise cannot be given to the Red Cross band, who are working most courageously all through. All the hospitals, with the exception of that belonging to the Wesleyan Mission in the native city of Hankow, are already full.

Too much praise cannot be given to the Revolutionists, who faced firing against terrible odds for twelve hours to-day.

These men are so crooked that their testimony is not to be believed under oath," said Judge Crossfield of the Court of First Instance at Manila recently in commenting on the evidence given in his court by Marcelino A. Rivera and Gabriel Benitez, agents connected with the custom-house secret service. The men had appeared as witnesses against Isidoro Mendoza, and two other Filipinos charged with violations of the opium law. Mendoza was fined P300 by Judge Crossfield, but the other defendants were released. In dismissing the latter two, Judge Crossfield said: "I would have released all three of the defendants but for the fact that the testimony of these two secret service agents had been corroborated by persons whose word is to be believed, for in this court no man will be sent to prison or fined on the testimony of two such crooks as have just testified here."

DON'T FORGET.

Tuesday, November 7.
Organ Recital, St. John's Cathedral.

Wednesday, November 8.
Sale of work and concert at Union Church Hall.

Saturday, November 11.
K.O.Y.L. concert.

NEWCHWANG'S TRADE.

We have received the following from the Newchwang Chamber of Commerce:—The following comparative statistics of the chief Imports and Exports of Newchwang, taken from the Imperial Maritime Customs Returns, for the Quarters April-June 1910 and 1911 will be found of interest as indicating continued prosperity in the trade of the port.

Steamers: In 1910, 309 entered, tonnage 304,691; in 1911, 328 entered, tonnage 330,851.

Imports for 1910 and 1911:—
Gray shirtings and sheetings, drills, jeans and T. cloths: American pieces 113,067, 233,435; English pieces 111,795, 207,670; Japanese pieces 89,389, 121,720.
Cotton yarn, English piculs 1,332, —; Indian piculs 21,646, 21,420; Japanese piculs 14,110, 10,598.

Plain white shirtings, white cambrics, lawns, muslins and printed and dyed cottons: Pieces 231,008, 280,643.

Japanese cotton cloth: Yards 2,064,353, 776,062.

Volvelts and volveltsens: Yards 144,808, 132,597.

Chinese cotton sheetings: Pieces 21,500, 81,325; yarn piculs 989, 1,638; cloth (Nankone) piculs 57,422, 47,144.

Woolen and cotton mixtures: yards 7,842, 2,588; woolen goods yards 5,121, 5,338; woolen goods pieces 2,836, 2,890.

Silk piece goods piculs 688, 610.

Metals piculs 37,135, 52,510.

Biggs, gummy pieces 330,257, 409,420.

Dyes, aniline value H.K. Taels 60,514, 3,764,803.

Oil, kerosene American gallons 4,535,900, 3,764,800.

Sugar: Piculs 53,087, 60,742.

Coal tons 7,330, 6,851.

Exports for April-June 1910 and 1911:—

Beans and peas piculs 702,356, 780,293.

Bean cake piculs 2,584,713, 3,342,724.

Bean oil piculs 111,871, 96,077.

Millet piculs 205,916, 300,530.

Other seeds and cereals piculs 66,310, 76,437.

Silk piculs 2,640, 6,922.

Oil, kerosene American gallons 34,885, 217,320; oil-caster piculs 6,970, 1,729.

Coal tons 42,881, 37,714.

Dues and Duties collected for April-June 1910 and 1911:—
Total Revenue H.K. Tls. 411,539, H.K. Tls. 428,743.

MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

To-day's Advertisements

Hongkong—Boston & New York.



AMERICAN-ASIATIC S.S. CO.

FOR BOSTON & NEW YORK VIA PORTS & SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

S.S. "INDRAMAYO" on or about 8th November, 1911.

For Freight and further information apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 6th Nov., 1911. [1475]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "LOTHIAN."

FROM GLASGOW AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf, at Kowloon, whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 6th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.
Hongkong, 6th Nov., 1911. [1477]

P. PUTAR "ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [48]

To-day's Advertisement

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PALAWAN,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 10th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be re-quired. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.
Hongkong, 4th Nov., 1911. [4]

SHERRIES

That are famous all over the world for their Superb Quality and Flavour can be obtained from us at very reasonable prices. We are agents for the Marques del Maritoe Sherries, which have a world wide popularity on account of the exquisite delicacy of their flavour and superior quality. We have also Sherries from Buckingham Palace (bearing the Royal Seal) which cannot be equalled in the East.

Prices from \$1 to \$10 per Bottle.

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WINE MERCHANTS,

12, Queen's Road Central,

HONGKONG.

Tel. No. 135.

Hongkong, 31st October, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.
Connecting with Royal Mail Atlantic Steamers.
(Subject to alteration.)

From Hongkong	From St. John, N.B.
"EMPEROR OF JAPAN", Sat., Dec. 2.	"EMPEROR OF BRITAIN", Fri., Dec. 29.
"MONTEAGLE", Sat., Dec. 30.	
1912	1912
"EMPEROR OF INDIA", Sat., Jan. 27.	"EMPEROR OF IRELAND", Fri., Feb. 23.
"EMPEROR OF JAPAN", Sat., Feb. 24.	"EMPEROR OF IRELAND", Fri., Mar. 22.

S.S. "MONTEAGLE" calls at Moji instead of Nagasaki.

Steamers will depart from Hongkong at 7 a.m.
Each Trans-Pacific "Emperor" connects at Vancouver with a Mail Express Train and at St. John, N.B. with Atlantic Mail Steamers as shown above. The "Emperors of Britain" and "Emperors of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). 27-31-40.
Passengers in Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants, and to European Officials in the service of the Governments of China and Japan, and their families.

Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ... £43 Via New York ... £46.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO. LD

(Proposed Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SHANGHAI & SWATOW, HANGSANG	"NAMSANG"	Tuesday, 7th Nov., Noon.
SHANGHAI, KOBE & YOKOHAMA	"NAMSANG"	Friday, 10th Nov., 10 light.
MOJI	"NAMSANG"	Friday, 10th Nov., Noon.
SHANGHAI	"KWONGSANG"	Friday, 10th Nov., Noon.
TIENSIN	"CHIPSANG"	Saturday, 11th Nov., Noon.
MANILA	"YUENSANG"	Saturday, 11th Nov., 2 p.m.
SINGAPORE, PENANG	"POOKSANG"	Monday, 13th Nov., Noon.
& CALCUTTA	"LOONGSANG"	Saturday, 18th Nov., 2 p.m.

RETURN TOURS TO JAPAN (Occupying 21 days).
The steamers "Kulsang," "Namsang," and "Pooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kaidat, Lahad Dava, Simporna, Tawao, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215.
Hongkong, 4th November, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"STRATHLYON"	J. L. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.
For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 26th October, 1911.

NEW LINE OF STEAMERS
TO

SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.
S.S. "DUNERIG" 8,000 tons To be despatched end Dec.
S.S. "KATANGA" 5,600 To follow
and regularly thereafter.

For rates of Freight or Passage, apply to
THE BANK LINE, LIMITED,
Managing Agents.

Hongkong, 24th August, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destinations	Steamers	Sailing Dates
MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID...	KAGA MARU, Capt. M. Hagino, Tons 7,000 ATSUTA MARU, Capt. Wm. Thompson, T. 9,000 HITACHI MARU, Capt. T. Yamawaki, T. 7,000	WEDNESDAY, 8th Nov., at Daylight. WEDNESDAY, 22nd Nov., at D'light. WEDNESDAY, 6th Dec., at Daylight.

VICTORIA, B.C. & SEATTLE	SABO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 2nd Dec., from KOBE
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, OMI, and YAMAGUCHI	AWA MARU, Capt. I. Izawa, Tons 7,000 INABA MARU, Capt. S. Tomimaga, Tons 7,000	TUESDAY, 7th Nov., at Noon. TUESDAY, 5th Dec., at Noon.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE, etc.	YAWATA MARU, Capt. T. Sakino, Tons 6,000 NIKKO MARU, Capt. M. Yagi, T. 6,000	FRIDAY, 24th Nov., at Noon. THURSDAY, 21st Dec., at Noon.
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SHANGHAI, MOJI & KOBE	CEYLON MARU, Capt. Tazawa, Tons 6,000	TUESDAY, 7th November.
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YOKOHAMA, KOBE & YOKO	NIKKO MARU, Capt. M. Yagi, T. 6,000 MIYASAKI MARU, Capt. T. Murai, T. 9,000	WEDNESDAY, 22nd Nov., at Noon. THURSDAY, 9th Nov., at 11 a.m.
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BOMBAY via SINGAPORE & COLOMBO	TOSA MARU, Capt. T. Sato, T. 6,000	TUESDAY, 14th November.
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Fitted with a system of wireless telegraphy.
Carries deck passengers. Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.
The next steamer to sail from Hongkong:
"MIKE MARU" Tons 4,000 Capt. M. Tabusa Nov. 18th.

1912-PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	8,000	F. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 18th.
MISHIMA MARU	8,000	A. C. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	8,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.

FOR SEATTLE.

INABA MARU	7,000	S. Tomimaga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
SANUKI MARU	7,000		April 9th.
AWA MARU	7,000	T. Izawa	April 23rd.
INABA MARU	7,000	S. Tomimaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
WENHAIWEI, CHEFOO & TIENSIN	"HUICHOW"	6th Nov., 4 p.m.
MANILA, ILOILO & CEBU	"TEAN"	7th " 4 p.m.
SHANGHAI	"CHINHUA"	9th " 4 p.m.
SHANGHAI	"ANHUI"	11th " 4 p.m.
MANILA, CEBU & ILOILO	"KAIFONG"	14th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LIWIAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin crew Steamers "Tean" and "Taming," saloon accommodation, midships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kaifong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Oshan, Linan, Chinkai, etc.)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.
For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong, 4th November, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and New York.

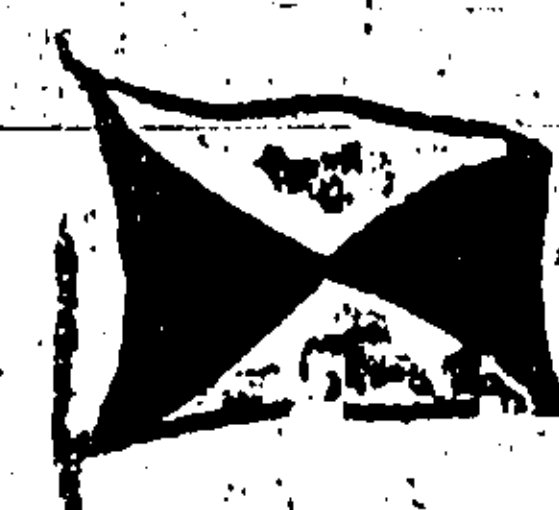
Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama: S.S. Scandia 16th Nov. S.S. Sagan 2nd Dec. S.S. Sagan 14th Dec.	For Havre & Hamburg: S.S. "Dayara" 7th Nov. For Rotterdam, Hamburg & Antwerp: S.S. "Sachsen" 12th Nov. For Rotterdam, Hamburg & Antwerp: S.S. "Arctia" 10th Nov.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 3rd November, 1911.

HONGKONG
PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4000	M. C. Smith	MANILA, CEBU & ILOILO	FRIDAY, 10th Nov., 4 p.m.
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 20th Nov., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 1st November, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.
Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
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For Freight and Passage, apply to

A. R. MARTY,
24, Des Voeux Road.

Telephone 118.
Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	20th Oct.	Saturday, Nov. 11.
EASTERN	17th Nov.	" " Dec. 9.
ALDENHAM	1st Dec.	" " Dec. 23.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

TOYO KISEN KAISHA
Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	21,000	W. W. Green	Dec. 1st, Noon.
S.S. "Nippon Maru"	11,000	A. G. Stevens	Dec. 22nd, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	Dec. 29th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	Jan. 19th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws. All steamers carry Japanese Government wireless telegraph and post officer. The steamer CHIYO MARU will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on FRIDAY, the 1st December, at Noon.

INTERMEDIATE SERVICE.
The S.S. "Nippon Maru" will be run as an Intermediate Steamer on and from 22nd December, 1911. Rates of passage furnished on application.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration.)

Steamer	Tons	Date of Sailing
Hongkong Maru	11,000	Wednesday, Dec. 13, Noon.
Kiyo Maru	17,500	Tuesday, Feb. 13, Noon.

The Steamer "HONGKONG MARU" will be despatched to MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONGKONG on WEDNESDAY, 13th Dec. at Noon.
For Further Particulars as to Passage and Freight apply to

K. MATSUDA, Agent.

KING'S BUILDING (Opposite Blake Pier)

COMMERCIAL.

Shanghai Share Report.

The following is Messrs. J. P. Bissot & Co.'s report dated October 28:—

The market continues exceedingly depressed. Transactions are few in number and represent more a small bulk of shares. The financial situation from all accounts appears to be less critical, but this better feeling has not yet been evidenced by the tone of the local share market.

Banks.—H. & S. Banks depreciated during the week to Tls. 000 sellers, but at the close are in demand at \$905 with a firm tendency.

Insurance.—The market is a little easier, and most insurance stocks can be obtained a little lower than last week.

Shipping.—No business. Docks and Wharves.—S. & H.

Wharves have appreciated two points to Tls. 88 buyers. Docks are still weak at Tls. 50.1-2.

Mining.—No business. Lands.—Shanghai Lands.

After the sudden appreciation in prices recorded last week the demand fell away and shares are now to be had at Tls. 102. Anglo-French Lands find sellers at Tls. 95.1-2.

Plantations.—Sumatras are weak at Tls. 105, 5 points lower than last week. All rubber stocks remain very quiet indeed with practically no change in quotations.

Cottons.—All quotations are nominal and show no change; no shares are changing hands, holders preferring to await a return of improved trade conditions.

Industrials.—Langkats have remained steady during the week from Tls. 76 to Tls. 77. They are in demand at the latter figure and the tendency is firm.

Stores.—No change.

Debentures.—Almost all debentures are in demand.

BLOTTING-PAPER.

Shocking as the confession may sound, we may as well admit at once that we rarely use that greatest of nineteenth-century inventions—blotting-paper. Or, rather, for it is well to be strictly accurate in such matters—we only use it when it has passed from the blotting-paper stage into a sodden mass of concentrated ink. The interested reader will naturally inquire the reason, which we will at once reply, is due to our artistic temperament. Put us before a snow-white (or it may be a delicate pink or flaming yellow) piece of unsullied blotting-paper and every fibre of our nature throbs an indignant protest against destroying its virginal purity. Thus we are fain to turn to our old friend whose many years of service has reduced it to a mere blob of black ink. The effect on our letters and manuscripts is of course disastrous. But there is one compensation. Should we in a hasty moment forget to blot the written page, it makes absolutely no difference to the result. And this has taught us a valuable lesson, namely, that blotting-paper which we had in our thoughtless youth reckoned among the necessities of life, is merely an artistic luxury. We would not be without it for the world. In the special colour that harmonises with our wall-paper and carpet, it provides a refreshing oasis for the eye amid the brown desert of our desk. Thus, though useless for practical purposes, it is, as Keats would have said, "a joy for ever," for it is unleniently a thing of beauty.—"The Globe."

LOG BOOK.

The Coming Ship.

What will be the ultimate outcome of the Admiralty's recent order for a destroyer to be fitted with internal combustion engines? It is difficult to determine, but should the experiment prove a success it is possible to foresee an alteration of great magnitude in warship construction. The saving in weight, space and labour by the use of this class of engine is enormous when compared with the ordinary marine steam engine. It is estimated that 50 per cent. of the space at present utilised by the main engines would be saved and as much as 90 per cent. on bunker space. At present it is necessary to provide storage for the great quantity of coal fuel in order that ships shall have an effective radius of action, but with the internal combustion engine oil fuel only would be required. The same horsepower would be obtained from about one-third of the weight of fuel at present consumed per hour. The saving in weight of an engine of 2,000 h.p. would be about one-half, while 75 per cent. would be saved in labour. Another point to be noted is that with internal combustion engines funnels, as we know them, would become things of the past. This would be a distinct gain to the destroyer, whose whereabouts is at present often betrayed by the flare from its funnels or the volume of smoke emitted.

The Panama Canal.

Another steamship line is planning to establish a service to British Columbia and Puget Sound ports to be in this trade when the Panama Canal is opened. The Nordstjärnan Steamship Company of Stockholm announces that next year it will despatch vessels to South American ports and the Pacific coast. The new service will be inaugurated early next year. Commenting on a recent announcement that the Hamburg-America Company would send a line to San Francisco and the Orient by way of Panama Canal when it was opened, the London "Daily Telegraph" says: "It is not at all clear what the programme is, especially as all shipping between New York and San Francisco is now reserved to the American flag as coasting, and the opening of the Canal will make no difference in that respect. It may be that the Hamburg-American line proposes to run a service from New York to the Far East, via Panama, and another from the Pacific and the Brazils to San Francisco, also by way of the Canal. These are among the possibilities of the situation. It is clear that the United States has not the ship with which to open up the new routes made feasible by the surrendering of the Ishmus. It must be done by British or German vessels. The fact that the German are alive to the new situation gives point to the prospective co-operation of the Royal Mail, Pacific Steam, and Lamport and Holt lines. All three of them are in the South American trade, and two of them trade to West Coast ports as well as with the Brazils and the Pacific. The Lamport and Holt line links up New York with South America, and the Royal Mail is also at New York, as well as in the West Indies and Central America, to both of which the Panama Canal should bring renewed life. This class of lines are extraordinarily well placed for turning the canal to good account, whether as regards the Pacific coast of North and South America or communication between the United States and the Far East. In a measure the completion of the Panama Canal will revolutionize the world's steamship routes."

Intimations

AERTEX CELLULAR.

REGAL SHOES

J. T. SHAW,

TAILOR

and

OUTFITTER.

21, Hongkong Hotel Buildings, Queen's Road. [1258]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 12.00 a.m.	10 min.
12.00 a.m. to 1.00 p.m.	15 min.
1.00 p.m. to 12.45 p.m.	15 min.
12.45 p.m. to 1.15 p.m.	10 min.
1.15 p.m. to 1.45 p.m.	15 min.
1.45 p.m. to 2.15 p.m.	10 min.
2.15 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS.

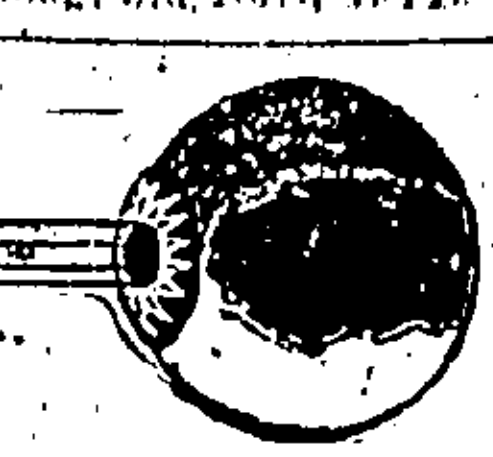
8.45 p.m. and 9 p.m.	9.45 p.m. to 11.30 p.m. every 15 minutes.
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SUNDAYS.

7.30 a.m.	8.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m.	10 min.
11.00 a.m. to 12.00 noon	15 min.
12.00 noon to 1.00 p.m.	10 min.
1.00 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 6.00 p.m.	10 min.
6.00 p.m. to 7.00 p.m.	15 min.
7.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS on Week Days.

SATURDAYS:
Extra Cars at 11.45 p.m.



SUN GLASSES.

Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by competent workmen.

N. LAZARUS,

Ophthalmic Optician,
14, D'Agulhar Street,
Hongkong.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property
Advances on Stock
Advances made on Merchandise
Loans made on the Provident System.
(Rates and Particulars on application.)
THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Underwritten and Executed.
SHEWAN, TOMES & Co.
General Managers.
Incorporated in 1904 March 1904

SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS,
FORGEWORKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships.
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.

GRAVING DOCK
78 ft. by 88 ft. by 34 ft. 6 in.
Pumps empty Dock in
2-3-4 hours.

THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons
in all, providing facilities for
painting ships with most efficient results

100-TON ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT
THE SHEDS RANGING UP TO 100 TONS.
Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

ANCHORS AND AGENTS:

BUTTERFIELD & SWIRE
HONGKONG, CHINA.

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	DELTA, Capt. E. P. Martin, R.N.	About 9th Nov.	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	ANGADIA, Capt. S. Barham	Noon, 11th Nov.	See Special Advertisement.

NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
Kobe & Yokohama	"COHENZ" Capt. L. Klugkist	About 14th Nov.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP, HAMBURG	"YENCA" Capt. J. Randermann	WEDNESDAY, 15th November, at Noon.
SHANGHAI, "SING-TAU", Kobe and YOKOHAMA	"ROON" Capt. H. Behn	About THURSDAY, 16th November.
MANILA, YAP, MARON, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"COHENZ" Capt. L. Klugkist	SATURDAY, 2nd December, at 10 A.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Sembl	Beginning of Nov.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy.
New System of Telefunken.

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 6th November, 1911. [7]

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT, and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
932 CHIEF OFFICE:—LUDGATE GROUND, LONDON, E.C.

A. P. JEANNOU, 15, Queen's Road Central.

Just arrived & Large Stock from Italy,
MACARONI, VERMICELLI and SPAGHETTI,
in Packets of 1 lb. and in Boxes of 45 lbs. [1220]

Modern Appliances for quick construction and repair of Ships.
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.

50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG.

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TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG.

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIP.	CAPTAIN.	LEAVING.
Haiyang	Capt. J. W. Evans	TUESDAY, 7th Nov., at 11 A.M.
Haitun	Capt. J. S. Roach	FRIDAY, 10th Nov., at 11 A.M.
Haijing	W. C. Passmore	TUESDAY, 14th Nov., at 11 A.M.

Steamers will arrive at, and depart from the Co.'s Wharf near Blako Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.,
General Managers.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

STEAMER	From	Expected on or about	For	Will leave on or about
Tjikini	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tjilatjap	JAVA	1st half Nov.	SHANGHAI	1st half Nov.
Tjiluwong	SHANGHAI	1st half Nov.	JAVA	1st half Nov.
Tjipanas	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tjitarom	JAVA	2nd half Nov.	JAPAN	2nd half Nov.
Tjimaroh	JAVA	2nd half Nov.	JAPAN	2nd half Nov.
Tjibodas	JAVA	1st half Dec.	SHANGHAI	1st half Dec.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
York Buildings [1074]

Consigners

NORDDEUTSCHER LLOYD,
BREMER.
IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINCESS ALICE,"
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th of November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of November, at 9.30 a.m.

All claims must reach us before the 14th of November, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.
Hongkong, 2nd Nov., 1911. [7]

FROM EUROPE.

HE H.A.L. Steamship
"SLAVONIA,"
Captain Palmer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 9th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever. The steamer brings on cargo:—
Ex s.s. "Gibraltar" from Sebalal.
"Tanger"
"Brindia"
HAMBURG-AMERIKA LINE,
HONGKONG OFFICE.
Hongkong, 4th Nov., 1911. [956]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.
In Casks of 375 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 14th Aug., 1911. [840]

THE CHINESE ENGINEERING & MINING CO., LTD.
Queen's Buildings,
DODWELL & CO., LTD.,
Agents.
Hongkong, 11th Oct., 1911. [1233]

To Sail

FOR SINGAPORE, PENANG AND CALCUTTA.
(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"LIGHTNING"
Captain E. P. Smith, will be despatched for the above ports on WEDNESDAY, the 8th inst., at 1 p.m.

For Freight or Passage, apply to
DAVID SASSOON & CO., LD.
Agents.
Hongkong, 4th Nov., 1911. [1472]

SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON & ANTWERP.

THE Steamship

"FLINTSHIRE"
Captain G. C. Cundy, will be despatched for the above mentioned ports about 11th November.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
Agents.
Hongkong, 14th Oct., 1911. [1448]

To Let

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.
Hongkong 1st July, 1911. [61]

TO LET.

OFFICES on 1st and 2nd Floors now in course of erection at No. 6, DES VŒUX ROAD to be let.
Apply to—
DAVID SASSOON & Co.
Hongkong, 14th Oct., 1911. [1087]

Intimations.

A LING & CO.
FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.
9, Queen's Road. [863]

TSANG KWONG COMPANY.
ELECTRICAL AND GAS CONTRACTORS.

230, Des Vœux Road Central.
Telephone No. 699.
Hongkong, 2nd Jan., 1911. [774]

HONGKONG WEEKLY TELEGRAPH.

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at home, with photograph of H.E. Sir Frederick Lugard with H.E. Chang Ming-chi and his suite. This week's Contents:—

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PORT OFFICE.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

The attention of the public is drawn to page 10, para. 20, of the Hongkong Post Office Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The Public are informed that the CHRISTMAS and NEW YEAR Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar, will be closed in this office on Friday, the 10th of November, 1911, at 5 p.m. This Parcel mail is due in London on or about the 16th of December. The subsequent parcel mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver mounted goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Rectangular Buttons, Pins, Needles, Curved, Crossed or Dotted lines are not admissible. Contents must not be used for sealing.

The Clerk of the Post Office are not allowed to receive or to deliver parcels on behalf of the public.

Parcels sent in the opinion of the Chief Clerk of the Post Office do not comply with the regulations will not be accepted.

Until further notice parcels for the undersigned offices in China will not be accepted for transmission through the Hongkong-Szechwan-Kweichow and Hainan.

Shanghai, 4th Nov.—Kobe, Yokohama, Victoria B.C. and Seattle, W.C.—Per Awa-maru, 7th Nov., 10 a.m.

Swatow, Amoy and Fuchow—Per Siam, 7th Nov., 10 a.m.

Swatow and Hongkong—Per Hainan, 7th Nov., 10 a.m.

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SHIPPING NEWS.

MAILS DUE.

American (China) 8th inst.
English (Delta) 8th inst.
German (Coblenz) 13th inst.
German (Roon) 16th inst.
American (Manchuria) 17th inst.

The s.s. China is due to arrive at Hongkong between 6 and 8 a.m. on Wednesday, Nov. 8.

The Imperial German Mail s.s. Roon left Colombo yesterday, a.m., and may be expected here on the 16th inst.

The Imperial German Mail s.s. Coblenz left Yapt yesterday, at 9 a.m., and may be expected here on the 18th inst.

The Yokohama Office of the C.P.R. Co. is in receipt of a wireless message from the R.M.S. Empress of Japan, sent at 7 p.m. on Friday, Nov. 3, when the vessel was 1,340 miles distant from Japan, advising all well, and that the Commander expects to reach Yokohama at 7 a.m. on Wednesday, the 8th inst.

The J. & O. S. N. Co's s.s. Delta left Singapore for this port on the 4th inst., at 6 p.m., with the outward English Mail, and is due on the 8th inst., at 5 p.m. She will leave again from this port for Shanghai on the 10th inst., at daylight.

ARRIVALS.

Hongkong, 4th Nov.—379, Cornubien, 4th Nov.—Hap Hong 8th Oct., Gen.—A. R. Marty.

Tientsin, 4th Nov.—3,011, A. W. La Haye, 4th Nov.—Milke 29th Oct., Gen.—J. C. J. L.

Taiwan, 4th Nov.—1,040, A. Jenkyn, 4th Nov.—Chefoo 30th Oct., Gen.—San Wah S. S. Co.

Yokohama, 4th Nov.—3,516, J. R. Gordon, 4th Nov.—New York 5th Sept., via Dartan 11th Oct., Gen.—S. O. Co.

Batavia, 4th Nov.—2,503, R. J. A. J. 4th Nov.—New York 8th Aug., Case oil—S. O. Co.

Shanghai, 4th Nov.—Kobe, Yokohama, Victoria B.C. and Seattle, W.C.—Per Awa-maru, 7th Nov., 10 a.m.

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COMMERCIAL.

EXCHANGE.

Selling.
F.T. 1/10
Demand 1/10 1/18
30 d/s 1/10 1/18
60 d/s 1/10 9/16

1 m/s. Shanghai 7/4
1 m/s. Singapore 7/4
1 m/s. India 1/10 1/18
1 m/s. Japan 1/10 1/18
1 m/s. San Francisco and New York 1/10 1/18

1 m/s. Java 1/10 1/18
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1 m/s. Java 1/10 1/18
1 m/s. Hongkong 1/10 1/18
1 m/s. London 1/10 1/18
1 m/s. Paris 1/10 1/18

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 20th April, 1911.

GRAND HOTEL.

Telephone 197.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT

857] F. REICHMANN, Proprietor.

ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor.

Telephone, 170. Telegrams "Astor." [24]

OPEN AIR SKATING RINK.

BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS: 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m.

Hongkong, 1st November, 1911. [26]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP.

The Peak, near the Tram Terminus.

Tel. 66.

For Terms, apply to the

MANAGER.

HOTEL LISTS.

HONGKONG HOTEL.

Admission, 25 cents.

Admission, 50 cents.

Admission, 75 cents.

Admission, 1.00.

Admission, 1.25.

Admission, 1.50.

Admission, 2.00.

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Admission, 23.50.

Admission, 24.00.

SHARE REPORT.

B-SELLERS. SA-SALE. B-BUYERS.

STOCKS & PAID UP VALUE.

CLOSING QUOTES.

SALE INDEBTED AND DATE.

Hongkong & S'hai \$125 \$890

National Banks \$5 \$10

Marine Insurance \$50 \$200

North China \$5 \$100

Unions \$100 \$340

Yahgizes \$50 \$220

China Fire \$20 \$126

Hongkong Fire \$50 \$360

China & Manila \$25 \$11

Douglas Steamships \$50 \$21

Steamboats \$15 \$26 1/2

Indo-China (Preferred) \$20 \$55

Indo-China (Deferred) \$20 \$55

"Star Ferry" \$10 \$17

China Sugars \$100 \$122

Leun Sugars \$100 \$20